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COUNTRY	Czechoslovakia	REPORT		25X1
TOPIC	Brno-Slatina Airfield and Air Activity over Zbysov			
EVALUATION		PLACE OBTAINED		25X1
DATE OF CONTENT				25X1
DATE OBTAINED		DATE PREPARED	25 August 1955	
REFERENCES				
PAGES	2	ENCLOSURES (NO. & TYPE)		
REMARKS	This is UNEVALUATED Information			
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1. During April 1955, it was observed that Bruenn (Brno) - Slatina (49 10 N/ 16 40 E) airfield was located about 4 km east of the town center of Bruenn, south of the Bruenn-Slatina road. There was a concrete runway 60 meters wide and about 1.6 km long. The northern edge of the field was surrounded by a wire fence, 1.5 to 2 meters high. Along this edge were quartering buildings with a tower-like structure about 30 meters high at the southern side. Antenna masts and a wind cone were on top of the tower. A transmitting tower was located at the southern edge of the field. A total of 10 to 15 aircraft, including 4 to 6 single-engine planes and 4 commercial aircraft with rows of windows in the fuselage, were parked in the northern section of the field, just north of the NW-SE runway. Czech soldiers were observed in 2 or 3 quartering buildings. A sentry armed with a rifle and wearing a blue-gray uniform consisting of a one-breasted jacket, breeches with boots, leggings, and field cap was posted at the entrance to the field.¹

2. Between February 1947 and March 1955, air activity was daily observed over Zbysov, about 15 km west of Bruenn if the weather was fair. The following aircraft types were mainly observed:

- a. Single-jet aircraft, mid-wing monoplanes, small cabin in front of swept-back wings, conspicuously high rudder assembly projecting far to the rear.
- b. Single-jet aircraft, mid-wing monoplanes, fuselage step, leading edges of wings swept back, no particular shape of rudder assembly.
- c. Single-engine aircraft with piston engines, low-wing monoplanes, squared off wings fitted at right angle to fuselage, landing gear not retracted in flight, long cabin roof.

3. During the summer of 1953, single-jet aircraft with a fuselage step were observed for the first time approaching from the east at intervals of up to 200 meters.

These aircraft were seen almost daily and in fair weather during the summer months of 1953 and 1954. In October 1954 two aircraft with jet engines and swept-back wings were observed for the first time. These aircraft were seen 3 or 4 times a week until November 1954. They flew in elements of two or at intervals of up to 200 meters during the morning or afternoon and in fair weather only. The aircraft were again observed once a week during the afternoon and in fair weather beginning in late March 1955. They remained aloft 10 to 15 minutes.² Single-engine

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aircraft with propellers were seen at an altitude of about 400 meters during the morning or afternoon between 1400 and 1600 in any weather. They repeatedly banked and usually disappeared toward the east where they had come from.

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1. Comment. It has previously been assumed that no concrete runway existed at Bruenn-Slatina airfield. Rumors had it, however, that a runway was scheduled to be built. Therefore, it appears possible that a concrete runway is actually in existence, but it is also possible that source confused the runway with a presumably completed connecting lane to Turany airfield which is located about 2 km southeast of Slatina airfield.
2. Comment. The aircraft observed over Bruenn presumably were MiG-15a and Yak-23s. The observations might indicate that some Yak-23s which had possibly been stationed at Bruenn-Turany airfield since the summer of 1953 were exchanged for MiG-15s in the fall of 1954. jet aircraft with a fuselage step, presumably Yak-23a. over Zbysov for the first time in early September 1954.

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